

**SAS Superstructure**

Location: 04-SF-80-13.2 / 13.9

Client Name: CalTrans

Run date 22-Nov-14

Time 7:13 AM

Daily Diary Report by Bid Item

Contract No.: 04-0120F4

Diary #: 948 Const Calendar Day: 521 Date: 07-Nov-2013 Thursday

Inspector Name: Brignano, Bob Title: Transportation Engineer

Inspection Type:

Shift Hours: Break: Over Time:

Federal ID:

Location:

Reviewer: Schmitt, Alex Approved Date: Status: Submit

**04-0120F4
04-SF-80-13.2/13.9
Self-Anchored
Suspension Bridge****Weather**

Temperature	7 AM	12 PM	4 PM
Precipitation			Condition clear

Working Day ☒ If no, explain:**Diary:**

Dispute

General Comments

CCO 314, SAMPLING AND TESTING A354 GRADE BD MATERIAL:



Ironworkers Rob Martell and Barry Rothman continue work on Test Rigs #5 through #11. They planned to torque the Hilti concrete anchors (to 500 ft-lbs on one end and snug on other end with jam nut), but they only do work today to get the torque wrench and appropriate socket. They move the end plates to the test rigs, shaking out the appropriate end plate for the different test rigs.

The ironworkers spend a portion of the late morning and early afternoon getting the jacks for Test Rigs #5 through #11. The jacks had been gathered from the warehouse and yard area in June and calibrated at SDI in July. Since then, the jacks had been stored together in the warehouse and then later at the test rig location in the yard. Sometime in the last month (approximate), the jacks were moved to the warehouse, sorted by size, and some of the jacks packaged for demob from the jobsite. There are a certain number of jacks that are needed at the CCO 314 test rigs, those jacks are numbered to go with the calibrations, and the jacks are now mixed with other jacks not intended for the CCO 314 work. ABF identifies the numbered jacks in the warehouse for CCO 314, gathers them in a skip box, and moves them on pallets to the test rig area. However, after searching several areas of the warehouse and yard, they cannot find the 150 ton jacks intended for Test Rig #5. There are two 150 ton jacks calibrated as a pair for Test Rig #5 and two more 150 ton jacks calibrated as a pair as spares. ABF determines that those four 150 ton jacks are no longer on the jobsite and have been sent to another AB jobsite. The ironworkers find 5 other 150 ton jacks that have not been calibrated that could be used at this location. I have discussions with ABF about the options as follows: find the jacks that were shipped offsite, calibrate these new jacks, or use previously calibrated 300 ton jacks on site that were intended as spares for other test rigs. Using 300 ton jacks would require some checks of the dimensions and modifications at test rig designed for smaller size jacks. The discussion of the options is not concluded today and will be addressed again in the future to resolve this issue at Test Rig #5.

Laborer Pedro (Carlos) Garcia is working at this location, primarily to clean the 8 tanks left over from Test Rigs #1 through #4 that will be used at Test Rigs #5 through #11. At the end of the work on Test Rigs #1 through #4, most but not all of the water was removed from the tanks. There is residual NaCl in the tanks and that needs to be removed prior to starting work with these tanks at Test Rigs #5 through #11. The laborer puts water into the tanks to absorb the NaCl, and then pumps out that water into barrels for proper disposal. This is repeated several times until there is no more material in the bottom of the tanks. Prior to the laborer doing this work, the ironworkers removed the tanks from their elevated locations at Test Rigs #1 through #4 and move them to one area to the south of the test rig area for this cleaning operation.

The ironworkers and laborers do not spend the full day on CCO 314 and spend part of the day on non-



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CCO 314 operations elsewhere at the Pier 7 warehouse area. The shift is 0700 to 1730, for 10 hours, with the last 2 hours being 1.5x OT.

ABF Engineer Kelvin Chen spends part of today working in the office and field on CCO 314 issues.

There is a hydraulic pump (Powerteam) on idle/standby at the work area. A generator – Whisperwatt 7000 – ABF ID 002343 is also on idle/standby at the work area. One (1) Kubota cart (ironworkers) is also used for part of the day. A forklift (Hyster 80 – ABF ID 002306) is used for part of the day, as well as an extendable forklift.

Note that there is k-rail at this work area. Some of the k-rail is rented and addressed by the rental agreement. Some of the k-rail is ABF's k-rail (27 pcs @20' and 8 pcs @10') used on site and paid as rented from ABF on a daily basis. To elevate the k-rail, crane mats and timber blocking (12x12's) are in use.

See Victor Altamirano diary for labor/equipment details, including the agreed extra work with ABF per a signed Extra Work Order with ABF for CCO 314 work.

VGO is not on site today, but they are working at their home office in Oregon on setting up the computer for recording, displaying, and presenting the data from the 7 test rigs currently being assembled by ABF on site.

CCO 85: ELEVATOR;

HIGH STRENGTH FASTENER ASSEMBLY PRE-INSTALLATION TESTING:

At Pier 7 Warehouse, perform rotational capacity testing, pre-installation verification (Direct-Tension-Indicator (DTI) method) testing, and determine the inspection torque for high strength bolt assemblies from 1530 to 1730, for 2 hours. CT witness by Bob Brignano, along with Martin Chandrawinata part time. The ABF Engineer is Bill O'Sullivan. The equipment is the Bolt Testing Conex ABF ID 002079 and the Skidmore Model HT 4000 ABF ID 000612. A manual torque wrench is also used. For the elevator, DTI's are required per CCO 85 for the guide rails. There are two rocap lots of 1"x13.5" elevator bolt assemblies.

Two rocap lots are tested. Five assemblies per rocap lot are required to be tested for inspection torque. Three assemblies per rocap lot are required to be tested for pre-installation verification (Direct-Tension-Indicator (DTI) method). Two assemblies per rocap lot are required to be tested for rotational capacity. These tests are combined. Not all 3 tests are required for some assemblies, so the rocap and feeler gauge tests (pre-installation verification (Direct-Tension-Indicator (DTI) method)) are skipped on some samples that are tested to determine the inspection torque.

The pre-installation verification (Direct-Tension-Indicator (DTI) method) uses 0.005" feeler gauges for galvanized material. At least half of the gaps in the DTI need to accept this thickness feeler gauge at the pre-installation tension verification amount (5% over the design tension amount of 0.70 minimum specified Fu). The DTI is at the preferred location under the bolt head and the raised DTI portions bear against the bolt head.

See the attached Bolt Test Form for details of the testing.

INSPECTOR OT REMARK:

Field 2 hours: I am in the field for bolt testing from 1530 to 1730. These are for the elevator CCO currently ongoing with night work. ABF was not able to get the Skidmore setup for these long bolts completed until today, with confirmation of the acceptability of this material being late and inspections torques are needed soon in the field. My shift is 0700 to 1730 and my OT hours are 1530 to 1730.



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